CHICAGO TRANSIT AUTHORITY

1964 ANNUAL REPORT

CHICAGO
TRANSIT
BOARD

~~BOARDS~~
MRL
9652.4
C43c85

COVER DESIGN

A six-car train of "New Look" air-conditioned rapid transit cars is pictured westbound on the Lake Route crossing the Chicago River bridge. The Merchandise Mart, housing the offices of Chicago Transit Authority, is at the left in the background.

CHICAGO TRANSIT AUTHORITY

TWENTIETH ANNUAL REPORT

CHICAGO TRANSIT BOARD

For the Fiscal Year Ended December 26, 1964

MEMBERS OF THE BOARD

and Dates Terms Expire

Mrs. Bernice T. Van der Vries	G	August 31, 1963*
James R. Quinn, *Vice Chairman*	M	August 31, 1964*
Joseph D. Murphy	M	August 31, 1965
George L. DeMent, *Chairman*	M	August 31, 1966
William W. McKenna, *Secretary*	M	August 31, 1967
Raymond J. Peacock	G	August 31, 1968
James E. Rutherford	G	August 31, 1969

M—Appointed by the Mayor of the City of Chicago.

G—Appointed by the Governor of the State of Illinois.

*—Continues to serve until a successor has been appointed and has qualified.

Thomas B. O'Connor, *General Manager*

William J. Lynch, *General Attorney*

CONTENTS

Page

Financial Results . . . 1-5

Financial Position . . . 5

Operations Review

Riding Trends . . . 5

Vehicle Miles . . . 6

Public Safety . . . 6

Originating Revenue Passengers . . . 7

Training Activities . . . 9

New Revenue Vehicles . . . 10

Construction Projects . . . 11

Skokie Swift Demonstration Project . . . 12

Modernization and Replacement Program . . . 12

Personnel . . . 12

Outlook for 1965

Financial—Budget . . . 16

Financial—Preliminary Results . . . 18

Capital Projects . . . 18

Acknowledgements . . . 18

Financial Statements

Auditors' Opinion . . . 19

Statements of Application of Revenue . . . 20

Statement of Accumulated Net Earnings . . . 21

Balance Sheets . . . 22-23

Statement of Funds . . . 24-25

Statements of Long-Term Debt . . . 26

Notes to Financial Statements . . . 27-28

CONTENTS (Continued)

PAGE

Statistics

Statement of Transportation Property and Organization Expense 29

Condensed Statement of Application of Revenues to Fixed Requirements and Miscellaneous Operating Statistics for Years 1955 through 1964 . . . 30-31

Revenue Equipment Owned 32

Mileage Owned, Leased and Operated 33

Operating Statistics for Thirteen (13) Period Year Ended December 26, 1964 . . 34

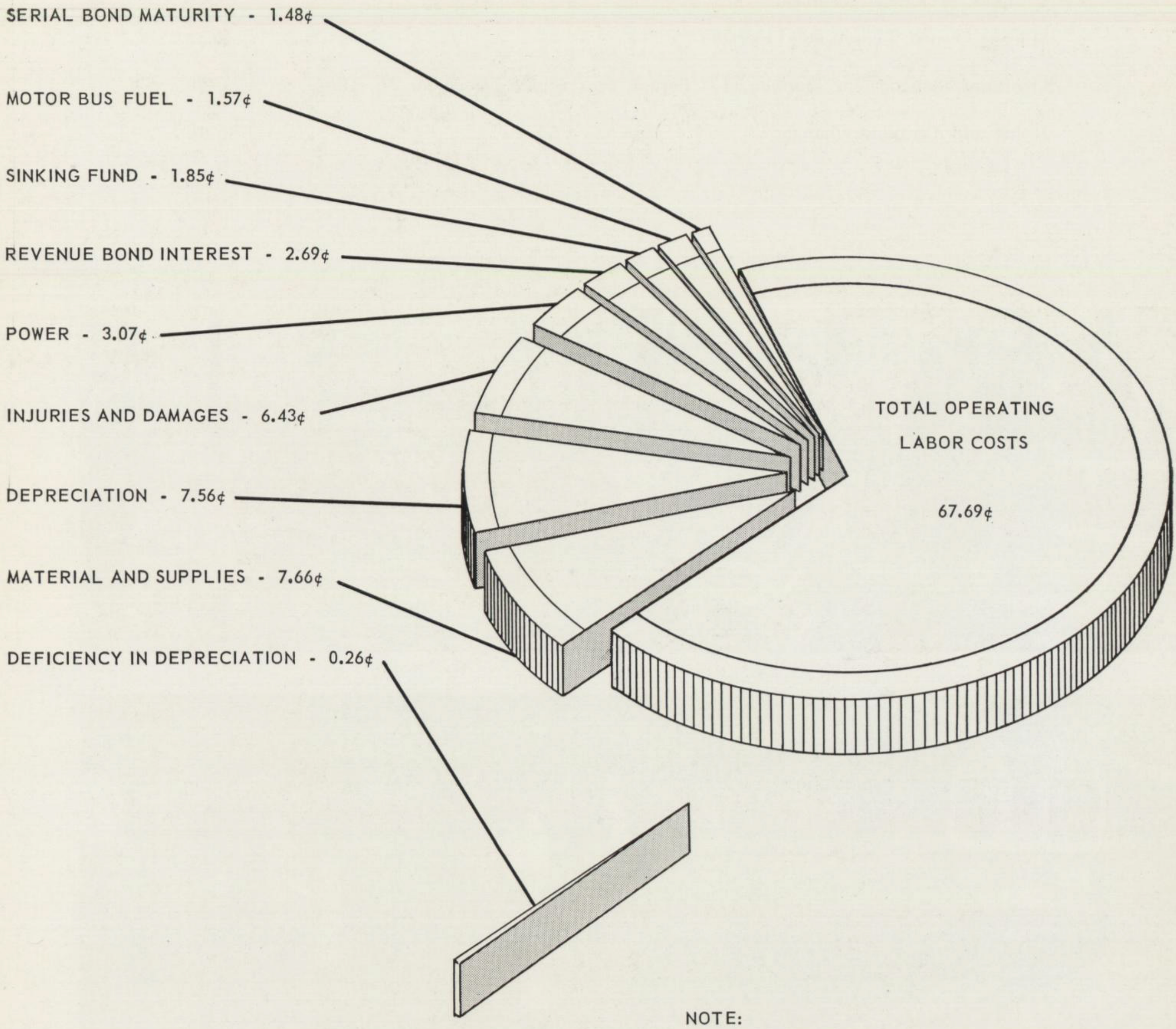
Route and Terminal Changes 35-40

OCT 1 4 1965 Co

NOT IN SERVICE
2
STAMP TRANSFER HERE

The Authority played host to the general public on two occasions during the year, offering free rides and inspection of its facilities to all comers. On Saturday, April 18, about 3,100 people accepted CTA's invitation to test-ride the Skokie Swift service. More than 12,000 people inspected "New Look" cars on display in the Loop on Thursday and Friday, June 11 and 12, and at the Lake-Harlem station on Sunday, June 14.

DISTRIBUTION OF CTA'S REVENUE DOLLAR
FOR FISCAL YEAR ENDED DECEMBER 26, 1964



NOTE:
TOTAL OPERATING LABOR COSTS EXCLUDE $2,446,821 (1.82¢ OF CTA'S DOLLAR) CHARGED TO OPERATING MATERIALS AND SUPPLIES AND INJURIES AND DAMAGE RESERVE.

CHICAGO
TRANSIT
AUTHORITY

ANNUAL REPORT FOR FISCAL YEAR ENDED DECEMBER 26, 1964

FINANCIAL RESULTS

The Authority during the fiscal year 1964 adopted a reporting procedure whereby financial and statistical data is accumulated and reported by four-week (28 day) periods rather than by calendar months. The current fiscal year consists of thirteen four-week periods (December 29, 1963 to December 26, 1964), and is compared within the body of this report with the calendar year ended December 31, 1963.

Gross revenues for the fiscal year totaled $134,144,196, an increase of $63,978 over 1963. Operating and maintenance expenses totaled $115,930,480, an increase of $719,323 over 1963; sufficient revenues remained available to meet all debt service requirements, but fell $590,627 short of meeting the requirement for depreciation; however, $239,605 had remained available after meeting all requirements from the previous period, leaving a net deficiency of $351,022 in meeting full depreciation requirements to December 26, 1964.

Comparative results of operations for 1964 and 1963 are shown below:

	1964	1963
Revenues	$134,144,196	$134,080,218
Operation and Maintenance Expenses	115,930,480	115,211,157
	18,213,716	18,869,061
Debt Service Requirements	8,072,807	8,123,161
Balance Available for Depreciation	10,140,909	10,745,900
Depreciation Provision—Current Year	10,731,536	10,726,417
Balance Available for Other Charges or (Deficit in Depreciation Provision)	(590,627)	19,483
Remaining Available from Previous Period	239,605	-0-
Balance Available for Other Charges or (Deficit in Depreciation Provision)	(351,022)	19,483
Other Charges—Revenue Bond Amortization	-0-	19,483
Deficiency in Depreciation Deposits	$ (351,022)	$ -0-

( ) Denotes Red Figures

Sources of the Authority's revenues for 1964 and 1963 were as follows:

	1964	1963	1964 % Increase (Decrease)
Passenger Revenues—			
Surface System	$100,904,674	$101,580,149	(.66%)
Rapid Transit System	30,212,628	30,226,039	(.04)
	131,117,302	131,806,188	(.52)
Chartered Service	480,637	487,580	(1.42)
	131,597,939	132,293,768	(.53)
Other—			
Station and Car Privileges	417,770	543,271	(23.10)
Rent of Track & Facilities	—	16,955	(100.00)
Rent of Buildings & Other Properties	438,419	438,744	(.07)
Miscellaneous	1,690,068	787,480	114.62
	2,546,257	1,786,450	42.53
TOTAL REVENUES	$134,144,196	$134,080,218	.04%

Passenger revenues of $131,117,302 for 1964 decreased $688,886 from 1963; a 1,762,317 (0.36%) loss in originating revenue passengers accounted for $427,675 of this loss; a 3,794,096 (1.54%) decrease in the use of 5¢ transfers accounted for $189,705; and a 0.06% reduction in average basic fares due to a higher ratio of students riding for a 12¢ fare accounted for an additional loss of $71,506.

Charter service revenues for 1964 decreased $6,942 and other revenues increased $759,806. The increase in other revenues arose primarily from $858,901 in additional interest earned on securities held in various special funds, and an increase of $46,390 in parking lot fees, partially offset by a decrease of $131,800 in car card advertising and $16,955 in rent of track and facilities due to abandonment of service by the Chicago, North Shore and Milwaukee Railway, Lessee, in January, 1963.

Operation and maintenance expenses in 1964 increased $719,323. Operating economies practically offset the increase in wage and related expenses which occurred during the year.

The principal elements comprising operation and maintenance expenses for 1964 and 1963 are set forth below:

	1964	1963	1964 Increase (Decrease)
Wages and Salaries	$ 80,658,285	$ 78,585,892	$2,072,393
Pension Contributions	6,696,993	6,517,255	179,738
Federal Insurance Contributions	2,281,505	2,274,746	6,759
Employes' Insurance	1,166,961	1,121,856	45,105
TOTAL LABOR COSTS	90,803,744	88,499,749	2,303,995
Electric Power Purchased	4,120,606	4,315,747	(195,141)
Motor Bus Fuel Consumed	2,107,328	2,267,524	(160,196)
Operating Material & Supplies	5,596,172	5,476,924	119,248
Provision for Injuries & Damages	8,618,183	9,634,954	(1,016,771)
Misc. Services, Supplies, etc.	4,684,447	5,016,259	(331,812)
TOTAL OPERATION AND MAINTENANCE EXPENSES	$115,930,480	$115,211,157	$ 719,323

Wages and salaries were increased in 1964 by the application of higher wage rates and cost-of-living allowances provided in contracts negotiated in 1962. These changes, applied to the basic one-man operator wage rates, were as follows:

	Basic One-Man Hourly Rate	Cost-of-Living Allowance	Cost-of-Living Correction*	Total
December 31, 1963	$2.950	$ —	$ —	$2.950
1964 Changes effective				
March 1	—	—0.005	+0.030	0.025
June 1	—	—	—	—
September 1	—	+0.020	—	0.020
December 1	+0.070	—0.005	—	0.065
Net Change	+0.070	+0.010	+0.030	0.110
December 26, 1964	$3.020	$0.010	$0.030	$3.060

*Due to an error by the U.S. Department of Labor, Bureau of Labor Statistics, in developing the January 1963 Cost-of-Living Index which affected the Authority's Cost-of-Living Allowance payments throughout 1963, the Authority did not pay any Cost-of-Living Allowance in the first six months of the year and paid only 2½¢ an hour in the third quarter and 2¢ an hour in the fourth quarter. On the basis of the error disclosed by the Bureau of Labor Statistics, the Authority should have paid ½¢ an hour in the first quarter beginning March 1, 1963, 1¢ in the second quarter, 3½¢ in the third quarter, and 3¢ in the fourth quarter. The Cost-of-Living Index for January, 1964 reflecting adjustment of the Bureau of Labor Statistic's errors produced a Cost-of-Living allowance of 2½¢ an hour for CTA employes, effective with the first payroll periods in March 1964 for the current quarter. The error cost the Authority in payment of 27,139,900 hours at average of $0.008789446 per hour or $238,500, paid in the 4th accounting period (March 22 to April 18, 1964).

The changes in wage rates described above, together with the cumulative effect of changes in wage rates made in 1963 should have increased 1964 wage costs approximately $3,260,319. However, the actual increase in wages paid during 1964 was only $2,072,393; $1,187,926 was saved by increased efficiency and operating economies, including an increase of 3,015,094 miles in revenue service. Pay hours charged in 1964 operations were 376,023 less than in 1963.

Pension contributions for 1964 increased $179,738 because of higher earnings in the employe group for whom pension contributions are made. The Authority's contribution rate in 1964 and 1963 was 8% of gross wages of all eligible employes. Employe contributions are 4%, one-half those of the Authority.

Federal insurance contributions (old-age, survivors, and disability benefits) increased $6,759 over 1963 due to higher employes' earnings.

Employes' group insurance costs for 1964 increased $45,105; an experience rate credit of approximately $91,000 less in 1964 than 1963 was partially offset by premium adjustment decreases of approximately $45,000.

Cost of electric power purchased in 1964 was $195,141 less than in 1963, due primarily to a reduction of 171,000 in the number of miles operated by electric-powered vehicles, a slight reduction in mean temperature in 1964, which reduced the amount of power consumed for heating vehicles, a reduction in energy cost estimated at $23,000 and a reduction of 2¢ per K.W.H. in the maximum demand charge effective June 1, 1964, estimated at $127,000.

Motor fuel costs for 1964 were $160,500 lower than in 1963. A reduction in the average cost per gallon accounted for $132,700 of this decrease. An increase in miles operated and a decrease in cost per mile due to greater efficiency resulted in a net saving of $27,800.

The Authority adopted Hubodometers for reporting bus vehicle miles operated in 1964 while scheduled miles had been used in 1963; miles reported on this basis showed an increase of 2,752,289 miles, or 2.6% for 1964 over those for 1963. However, when scheduled miles for 1963 were adjusted by the 1964 difference (3.4%) between Hubodometer and scheduled miles, 1964 miles operated showed a decrease of 846,000 as compared with adjusted 1963 miles operated.

Operating material and supplies costs increased $119,248. Nominal increases or decreases in material costs occurred in various expense categories—some increases were due to unusual occurrences and/or general price increases.

Provision for injury and damage settlements, accrued at the rate of 6½% of total revenues during the first eleven months of 1964 compared with 7¼% during the first eleven months of 1963, decreased $879,370 and at the rate of 5½% in December 1964 compared with 6½% during December 1963, decreased $137,402 or a total of $1,016,771 from 1963.

Claims and suit settlements and expenses applicable thereto amounted to $7,249,111 in 1964 compared with $7,711,428 in 1963, as shown below:

	1964	1963	1964 Increase (Decrease)
Claim Settlements—			
Number	15,113	15,396	(283)
Settlement Costs	$2,489,772	$2,695,516	$(205,744)
Expenses	907,370	951,662	(44,292)
TOTAL COST OF CLAIMS	3,397,142	3,647,178	(250,036)
Suit Settlements—			
Number	2,443	2,067	376
Settlement Costs	$2,723,982	$3,010,139	$(286,157)
Expenses	1,127,987	1,054,111	73,876
TOTAL COST OF SUITS	3,851,969	4,064,250	(212,281)
TOTAL COST	$7,249,111	$7,711,428	$(462,317)

Average cost per claim settled, exclusive of expenses, decreased to $165 in 1964 from $175 in 1963, and suit costs, exclusive of expenses averaged $1,115 in 1964, down from $1,456 in 1963. The total cost of claim settlements in 1964 amounted to 5.40% of the revenues, as compared with 5.75% in 1963. Incidents arising from the Authority's operations giving rise to claims and suits totaled 21,413 in 1964, down from 22,340 in 1963, a decrease of 927, or 4.1%, from 1963.

Cost of miscellaneous services and supplies for 1964 were $331,529 less than in 1963. Numerous fluctuating, and in some cases non-recurring categories, of expenses are included under this caption. The larger items showing variations in 1964 included a reduction of $151,810 in the cost of removal of snow and ice from transit routes, an increase of $24,665 in tire rental due to an increase in miles operated, an increase of $28,000 in general office rent and facilities and an increase of $18,270 in bank and trustee services.

Debt service requirements for 1964 totaled $8,072,807, down $50,354 from 1963. Deposits to the Series 1947, 1952 and 1963 sinking funds increased $147,160 to the required total of $2,474,488; these were applied to the retirement of Revenue Bonds in advance of maturity, as was $19,483 remaining available from 1963 operations deposited in the Revenue Bond Amortization Funds. Interest payments of $3,608,501 on all series of Revenue Bonds during 1964 decreased $187,332 from 1963 as a result of the retirement of bonds during the year as follows:

REVENUE BONDS RETIRED DURING 1964 THROUGH OPERATION OF—

Series	Serial Bond Maturity Fund	Sinking Fund	Amortization Fund	Total	Total Retired to 12-26-64
1947	$ 2,000,000	$ 1,905,999	$ 14,001	$ 3,920,000	$41,225,000
1952	—	481,795	4,205	486,000	2,992,000
1953	—	145,992	1,008	147,000	806,000
Year 1964	2,000,000	2,533,786	19,214	$ 4,553,000	
Memorandum:					
RETIREMENTS TO DATE	$25,000,000	$15,252,500	$4,770,500		$45,023,000

Serial maturity retirements of $2,000,000 Series of 1947 bonds were at par. Sinking fund and amortization fund retirements of principal, and the premium and total costs as well as future interest savings on these retirements thereof are summarized below:

	Sinking Funds		Amortization Funds		Total	
Series	Par Value	Cost	Par Value	Cost	Par Value	Cost
1947	$1,906,000	$1,941,600	$14,000	$14,166	$1,920,000	$1,955,766
1952	482,000	491,431	4,000	4,289	486,000	495,720
1953	146,000	148,912	1,000	1,028	147,000	149,940
TOTAL	$2,534,000	$2,581,953	$19,000	$19,463	$2,553,000	$2,601,426

	Premium Payments			Interest Savings to Maturity		
Series	Sinking Funds	Revenue Bond Amortization Funds	Total	Sinking Funds	Revenue Bond Amortization Funds	Total
1947	$35,600	$ 165	$35,765	$1,002,920	$ 7,566	$1,010,486
1952	9,640	84	9,720	390,116	3,311	393,427
1953	2,920	20	2,940	118,208	794	119,002
TOTAL	$48,160	$ 269	$48,425	$1,511,244	$11,671	$1,522,915

This was the second year in which premium payments exceeded discounts realized from redemption of bonds prior to maturity. Net principal savings to date by early retirements of term revenue bonds amount to $1,208,806.

The annual interest reduction on $2,553,000 on all series bonds retired in advance of maturity during 1964 amounts to $100,485. The full amount of this reduction was not realized in 1964, however, because the bond retirements occurred at different periods throughout the year. In years subsequent to 1964 the total interest savings on $20,023,000 principal amount of bonds retired up to and including December 26, 1964 will amount to $11,204,830, which, with $3,446,512 saved since 1953, will amount to $14,651,340 at July 1, 1982, the last maturity date.

Provision for depreciation in 1964 and 1963 was at a rate of 8% of total revenues as required by the Revenue Bond Trust Agreement. The 1964 increase of $5,119 in the provision is in direct ratio to the increase in 1964 revenues.

FINANCIAL POSITION

Statements setting forth the financial position of the Authority at December 26, 1964, together with the opinion of Arthur Andersen & Co., independent public accountants, and other statements showing various phases of the Authority's operation for the year ended that date are presented in a following section of this report.

OPERATIONS REVIEW

Riding Trends

A gratifying recovery in employment in the Chicago area during 1964 reversed the downward trend in riding which had prevailed throughout the last four years and resulted in an increase in revenue passengers in the last quarter period of 2.0%. The inauguration of Skokie Swift operation April 20, 1964, the assignment of the new air-conditioned 2000 Series cars on the Lake Street and Douglas-Milwaukee Rapid Transit route has, apparently, caused an upswing in riding on this service. New equipment and improved service have also contributed to a small increase in Surface System riding. Details of originating revenue passengers by periods (28 days per period) consisting of thirteen periods per year, 1964 compared with 1963, are shown by the following table:

Periods	Originating Revenue Passengers		Increase or (Decrease)	
	1964	1963	Number	Per Cent
1, 2, 3	113,093,037	113,859,737	(766,700)	(0.67%)
4, 5, 6	114,487,094	115,756,702	(1,269,608)	(1.10)
7, 8, 9, 10	145,824,175	146,395,775	(571,600)	(0.39)
11, 12, 13	117,064,909	114,769,076	2,295,833	2.00
THIRTEEN PERIOD YEAR	490,469,215	490,781,290	(312,075)	(0.06%)

Over one million riders were carried on the Skokie Swift during the eight months of operation in 1964.

The annual volume of riding is shown in tabular form. The originating revenue rides for the Surface System, Rapid Transit System and the combined systems, and per cent change from the previous year and cumulative per cent reduction under the year 1948 is shown. These statistics cover 17 years of CTA operations.

Vehicle Miles

The Authority continued to maintain attractive, convenient and frequent service throughout the City of Chicago and through, within, bordering upon, or within reasonable walking distance of thirty-one adjacent cities, towns and villages and numerous unincorporated areas.

Revenue car miles operated on the Rapid Transit System totaled 44,080,246, an increase of 262,805 (.60%) compared with 1963. The inauguration of "Skokie Swift" operation on April 20, 1964 added approximately 200,000 miles to the current period miles.

Miles operated on the Surface System totaled 108,584,240, an increase of 2,752,289 (2.60%) over 1963. Motor bus miles operated (91,786,563) increased 2,844,520 (3.20%) and trolley bus miles (16,797,677) decreased 92,231 (.55%), compared with 1963. As explained in an earlier section of this report, the Authority adopted Hubodometer recording instruments to record Surface System miles operated and these show an increase of approximately 3.4% over scheduled miles used in prior years. The 1963 miles operated used in the above comparison are scheduled miles.

During 1964, the Rapid Transit System operated an average of 1,000 cars approximately 144,200 miles each weekday and the Surface System operated an average of 2,832 buses approximately 330,700 miles each weekday.

Average scheduled speed of the Rapid Transit System in 1964 increased to 23.18 M.P.H. as compared with 22.41 M.P.H. in 1963. The "New Look" air-conditioned cars assigned to the Lake St. and Douglas-Milwaukee routes and the high performance cars assigned to the Skokie Swift line all contributed to increased scheduled speed in 1964.

Scheduled speed of Surface System buses in 1964 increased to 11.93 M.P.H. as compared with 11.88 M.P.H. in 1963, and 11.77 M.P.H. in 1962. This progressive increase in scheduled speed of the Authority's surface buses can be attributed to continuing studies of running time allowance to meet shifting traffic conditions. The opening of the Southwest Expressway in October 1964, and the operation of Archer Express rush hour service on this expressway tended to improve Surface System scheduled speed.

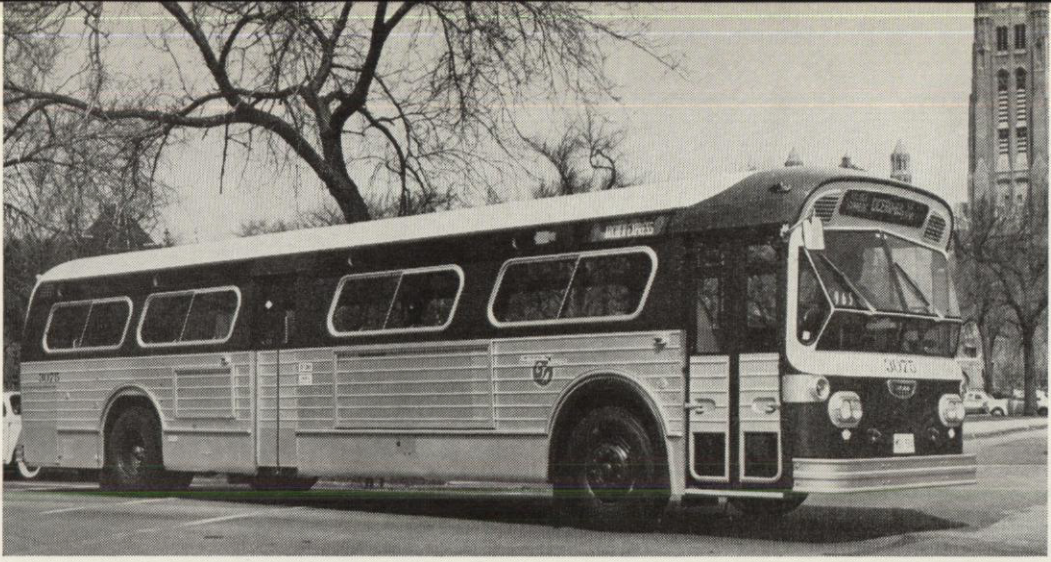
Public Safety

Chicago Transit Authority employes established a new public safety record by being involved in fewer traffic and passenger accidents than in any previous year in CTA history. The 1964 frequency rate of traffic and passenger accidents per 100,000 miles operated was also an all time low. The significance of

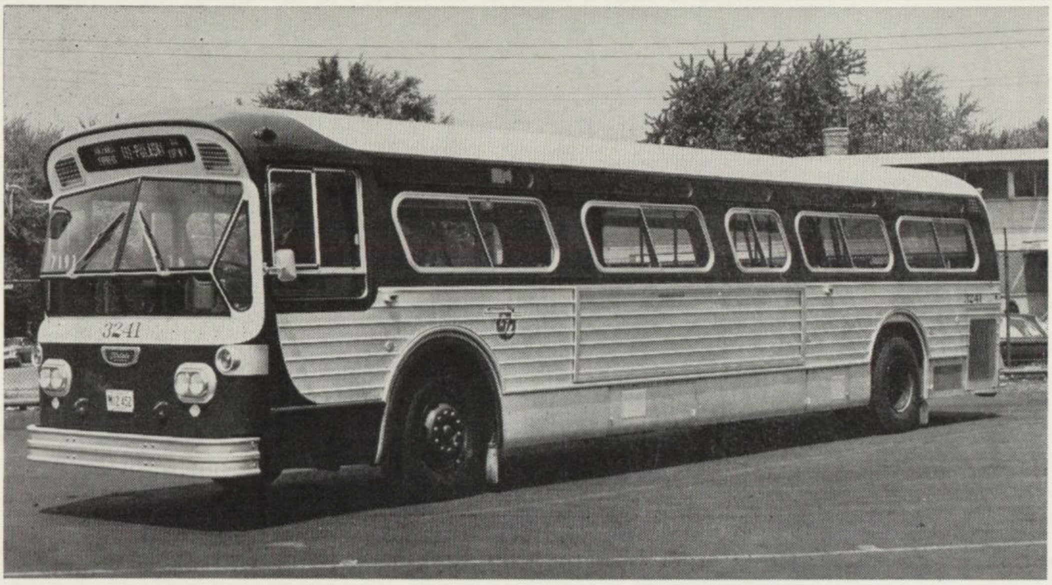
ORIGINATING REVENUE PASSENGERS

	Surface System			Rapid Transit System					
	Total	Per Cent Reduction Under		Total	Per Cent Reduction Under		Total	Per Cent Reduction Under	
Calendar Year of	Revenue Rides	Previous Year	1948	Revenue Rides	Previous Year	1948	Revenue Rides	Previous Year	1948
1948	914,347,321	—	—	137,599,607	—	—	1,051,946,928	—	—
1949	817,495,803	10.58	10.58	123,701,817	10.10	10.10	941,197,620	10.53	10.53
1950	722,508,732	11.62	20.96	110,754,505	10.45	19.60	833,263,237	11.47	20.79
1951	666,438,914	7.76	27.10	112,594,178	+1.66	18.25	779,033,092	6.51	25.94
1952	608,211,464	8.74	33.55	112,467,643	.11	18.25	720,679,107	7.49	31.49
1953	574,821,563	5.48	37.15	111,025,584	1.28	19.30	685,847,147	4.83	34.80
1954	529,934,199	7.81	42.08	112,870,841	+1.64	18.00	642,805,040	6.28	38.89
1955	510,603,672	3.65	44.00	111,210,770	1.48	19.20	621,814,442	3.27	40.89
1956	505,623,461	.98	44.80	115,609,937	+3.80	16.00	621,233,398	.09	40.94
1957	469,785,257	7.09	48.62	112,280,610	2.88	18.40	582,065,867	6.30	44.67
1958	426,226,629	9.27	53.38	106,768,010	4.91	22.40	532,994,639	8.43	49.33
1959	432,684,329	+1.52	52.68	113,330,994	+6.15	17.64	546,015,323	+2.44	48.09
1960	421,832,145	2.51	53.86	112,924,491	.36	17.93	534,756,636	2.06	49.17
1961	395,405,445	6.26	56.75	110,126,318	2.48	19.97	505,531,763	5.47	51.94
1962	390,842,961	1.15	57.25	114,068,016	+3.46	17.10	504,910,977	.12	52.00
1963	381,166,527	2.48	58.31	111,065,005	2.63	19.28	492,231,532	2.51	53.21
1964	381,695,764	+ .14	58.25	112,086,929	+ .92	18.44	493,782,693	+ .32	53.06
*1964	379,251,204	.23	—	111,218,011	+ .51	—	490,469,215	.06	—

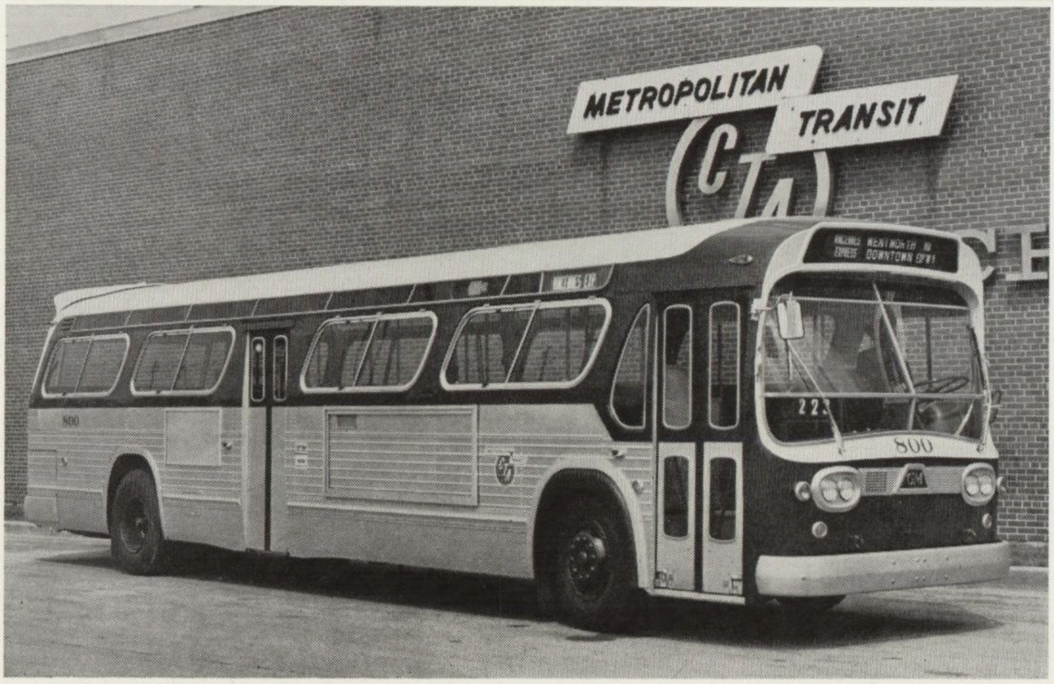
*The Authority for the fiscal year 1964 adopted a reporting procedure whereby financial and statistical data is accumulated and reported by four-week (28 day) periods. The fiscal year consists of thirteen four-week periods (December 29, 1963 to December 26, 1964)



One of 240 latest type Flxible buses ordered for delivery during 1965, series 3000-3239.



Five Air-Conditioned Flxible buses were ordered for delivery during 1965, series 3240-3244.



Five Air-Conditioned G.M.C. buses were ordered for delivery during 1965, series 800-804.

this low rate is noteworthy when compared with the Authority's accident experience in the years 1947 through 1954 when the rate fluctuated between fifteen and twenty.

For this outstanding achievement, the Chicago Transit Authority was judged a winner of a SPECIAL CITATION certificate in the 1964 American Transit Association's Award competition. This award is given in recognition for unusual improvement in traffic and passenger safety among transit companies of the United States and Canada serving urban populations of 1,000,000 and over. The Greater Chicago Safety Council also presented awards to the Chicago Transit Authority's twelve operating stations in recognition of their achievement in improving their accident experience in 1964 compared to 1963.

The following table compares the Authority's 1964 public safety accident experience with 1963 and also with 1954 to show the improvement in its public safety record over this eleven-year period of intensive safety-training activity. All traffic and passenger accidents involving the Authority are included regardless of liability or extent of damage:

				1964 Increase (Decrease)	
	Year 1964	Year 1963	Year 1954	From 1963	From 1954
Traffic Accidents	7,525	8,656	16,300	(13.1%)	(53.8%)
Passenger Accidents	5,758	6,031	9,678	(4.5%)	(40.5%)
TOTAL ACCIDENTS	13,283	14,687	25,978	(9.6%)	(48.9%)
Revenue Vehicle Miles on Routes (in thousands)	149,594	149,292	164,222	(0.2%)	(8.9%)
Frequency Rate—Accidents per 100,000 Miles—					
Traffic Accidents	5.0	5.8	9.9	(13.8%)	(49.5%)
Passenger Accidents	3.8	4.0	5.9	(5.0%)	(35.6%)
TOTAL ACCIDENTS	8.9	9.8	15.8	(9.2%)	(43.7%)

Training Activities

During 1964, employe training experienced another year of expansion and innovation. The normal growth of training activities received added impetus from money anticipated from a one-year contract with the United States Government, drawn up under the Manpower Development and Training Act. As a result of the contract, CTA received more than $150,000 for training unemployed or underemployed persons as Bus Drivers during the contract year. The contract stipulated that the money received must be invested in new or additional training. Brief descriptions of the several new or expanded activities follow:

In the training of Transportation Department operating personnel, the largest training activity of CTA, emphasis was placed on standardizing operating procedures, improving in-service instruction, and increasing observation during an employe's first year of service. The establishment of specific operating procedures made a significant contribution to employe training. The addition of formal Line Instructor training for about 350 Surface Operators and about 100 Rapid Transit personnel resulted in better-motivated, carefully selected, and well-trained Line Instructors. Additional Instructor observation of new operating employes on a regular basis is showing excellent results.

Prior to 1964, training resources have been invested almost exclusively in the area of public safety and closely related operating problems. This year, training methods were extended to other areas such as skill improvement, apprentice training, supervisory development, and tuition aid for CTA employes.

In the training of Shops and Equipment personnel, the major accomplishment was the reactivation of an instruction force to conduct increased training activities on both the Rapid Transit System and the Surface System. The 180 air-conditioned Rapid Transit cars presents a training challenge. It was desirable to have the maintenance training completed before the cars were put into service. This was accomplished by having much of the training conducted by the various manufacturers at their plants as well as on CTA property.

CTA's apprentice training program was stepped up in volume and quality by the establishment of several contracts with craft unions which established standardized training policies and procedures.

As job skill training of operating personnel becomes standardized, more and more training time and facilities are being devoted to helping supervisory personnel increase their efficiency. This help is provided primarily for Transportation Department Supervisors and for Shops and Equipment Department Supervisors through discussion meetings. The subjects covered in the meetings are put into written procedures which help present Supervisors and are invaluable for training new Supervisors.

A major step was taken toward helping employes increase their worth to CTA with the establishment of a tuition refund plan. Under the plan, employes can receive financial aid for successfully completing courses which are related to their work at CTA.

New Revenue Vehicles

During the year 1964, 180 "New Look" air-conditioned Rapid Transit cars were delivered to the Authority by Pullman-Standard Company of Chicago. The first two cars were delivered during the week ended May 30, 1964 and the entire delivery was completed in the week ended December 5, 1964.

The "New Look" air-conditioned cars were assigned to the Lake Street and the Douglas-Milwaukee portion of the West-Northwest route.

During August 1964 the Authority awarded a contract to the Flxible Company of Loudonville, Ohio, for the manufacture of 240 50-passenger "New Look" Diesel-powered buses. In November 1964 ten additional "New Look" air-conditioned Diesel-powered buses were ordered, five from the Truck and Coach Division of General Motors Corporation and the other five from the Flxible Company. Delivery of the 240 buses is to start about mid-February, 1965, and the air-conditioned buses are to be delivered later in 1965.

Interior of modern Skokie Shops office building which was completed during 1964.

Escalator installed during 1964 connecting the street-level station and bus terminal with the southbound rapid transit platform at the Howard Street terminal.

Revenue vehicles owned and operated at December 26, 1964 consisted of the following:

	Owned	Active	% Active
Surface System—			
Trolley Buses	525	515	98.10
Motor Buses			
Diesel	996	972	98.12
Propane	1,671	1,663	99.52
TOTAL BUSES	3,192	3,150	98.68
Rapid Transit System—			
Motor Cars	1,234	1,234	100.00
	4,426	4,384 (1)	99.05

(1) Difference represents buses authorized to be scrapped, 42, (0.95%).

Construction Projects

The 35th Street Station of the North-South "L"-Subway route which was seriously damaged by fire October 7, 1962, is still in process of rebuilding and repairing of the structure, platform, station building and facilities.

A new substation and transportation office building at the Lake-Harlem Terminal was completed and placed in service during December 1964.

A ten-year program for modernization of the Authority's substation facilities, by converting 25-cycle alternating equipment to 60-cycle began in 1964. Program costs are estimated to total $11,620,000, which will be shared on a 60-40 basis by the Authority and Commonwealth Edison Company. Nineteen of the Authority's substations will be converted over the ten-year period. Harding substation is the first scheduled to undergo conversion.

Extensive modernization of the Authority's Howard Station, now completed, included rebuilding of the station, installation of new passenger control equipment, an escalator, an off-street under-shelter bus-berthing area, and a paved and drained auto parking lot.

Skokie Swift Demonstration Project

The Authority instituted high-speed non-stop Rapid Transit service between Dempster Station, Skokie, and Howard Street, Chicago, a five-mile run named "Skokie Swift," on April 20, 1964. Patronage at the beginning was beyond expectations and has increased steadily, attracting nationwide interest in this locally-sponsored, federally-aided Mass Transportation Demonstration project.

The service has continued to establish new ridership records ever since the first day when 3,939 passengers were carried. A new weekday high was reached on December 4, 1964 when a total of 7,537 persons rode the service. Prior to the start of "Skokie Swift" service, it had been estimated that the riding volume for the first project year would be less than 340,000. This figure was reached in less than four months of operation and the 500,000th rider was recorded on August 24, 1964, over one million riders were carried during eight months of operation in 1964, and over one million six hundred thousand riders were carried during the first project year of the"Skokie Swift" operation (April 20, 1964 to April 19, 1965, inclusive). The original plan contemplated only a five-day week operation. The demand for the service was so great, however, that it was experimentally extended to include Saturday; this proved to be a feasible operation and the six-day schedule now has been made permanent. In addition a Sunday special train service was inaugurated on a trial basis to accommodate the fans of the Chicago Bears Professional Football Team on six Sundays during the football season. It was originally estimated that 127,500 miles using four high-speed cars would be operated during the first project year; at the end of the first project year, a total of 288,600 miles or 28,350 round trips have been operated and ten high-speed cars are being used in this service.

Modernization and Replacement Program

When the Authority was established in 1945, the proposed modernization program provided for purchase of 4,256 new buses and cars to modernize rolling stock of the predecessor companies.

At December 26, 1964, the Authority had taken delivery of 5,167 new revenue vehicles and 250 others were on order for delivery in 1965. This completed the modernization program and will provide 1,161 additional new vehicles to replace equipment that became over-age during the interim.

Total cost of these 5,417 new vehicles and auxiliary equipment was approximately $151,247,000, of which $90,163,000 covered the purchase of 4,463 Surface System passenger units and $61,084,000 was for 954 Rapid Transit System cars.

Total expenditures and commitments under the modernization and replacement program to date aggregate approximately $202,500,000; $151,247,000 for the revenue vehicles referred to above and $51,253,000 for the construction of new shops and operating garages and modernization of shops, garages, and other facilities, such as machinery, terminals, and fixed transportation equipment.

Personnel

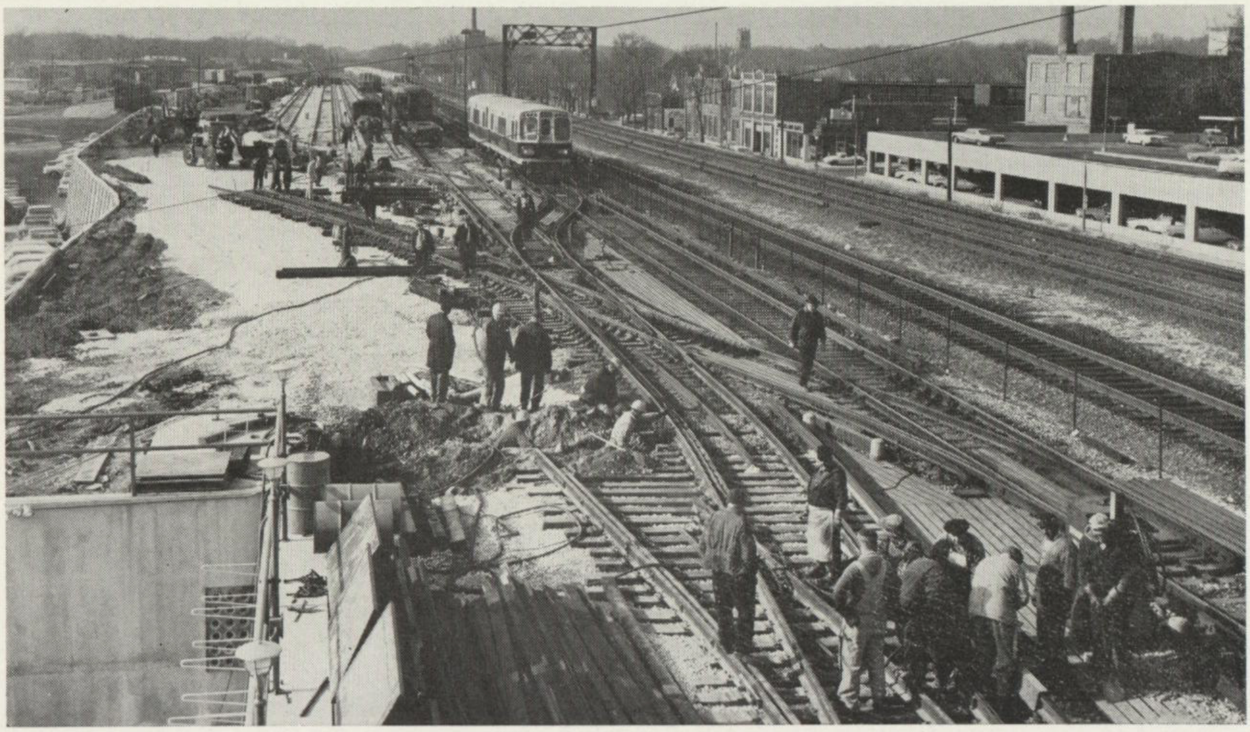
The total number of employes in service at the close of 1964 was 12,647, a decrease of 358 from the 13,005 in service at December 31, 1963, and a decrease of 10,721 from the 23,368 employes in service at dates of acquisition of properties from predecessor companies.

During 1964, 404 employes retired on pension, four employes drawing disability pensions returned to active duty, and 412 retired employes died. At December 26, 1964, there were 5,465 retired employes receiving pension payments.

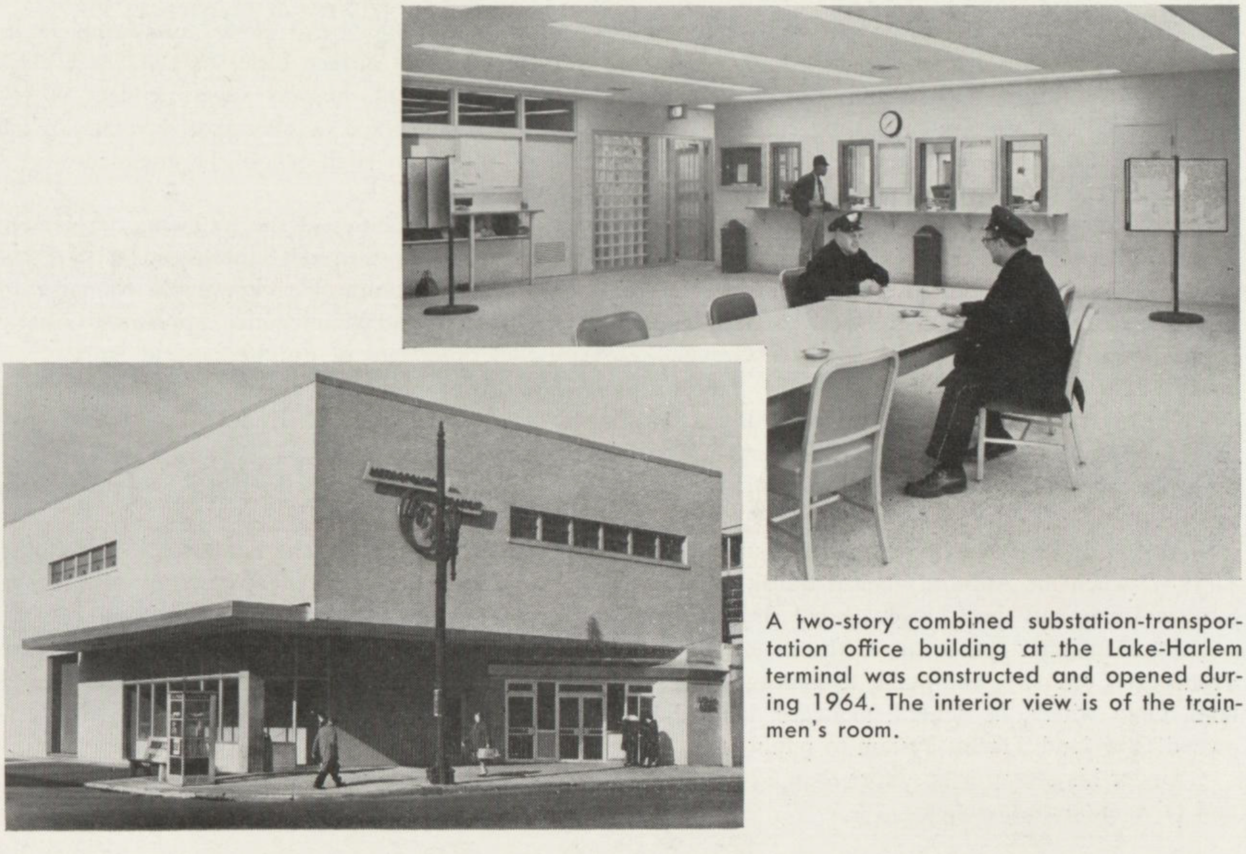
Several changes were made in executive and supervisory positions during 1964: Thomas B. O'Connor was appointed General Manager of Chicago Transit Authority October 1, 1964, succeeding Walter J. McCarter, retired.

Mr. O'Connor, a graduate of Armour Institute of Technology as an electrical engineer, started his transit career with the Chicago Surface Lines in 1935 as a student engineer. He has an intimate knowledge of every phase of the Authority's operations, first through his student engineer activities and later as department head and a member of the general manager's operating staff.

Immediately prior to his appointment as General Manager, he was responsible for the functioning of the transportation, shops, insurance, employment, accident prevention and training, and job classification activities, and for labor relations.



Car storage facilities in the Lake-Harlem rapid transit terminal were expanded to accommodate 86 cars. Space also is available at the west end of the yard for the construction of a car inspection shop.



A two-story combined substation-transportation office building at the Lake-Harlem terminal was constructed and opened during 1964. The interior view is of the trainmen's room.

SKOKIE TERMINAL
DEMPSTER ST.
SKOKIE
SKOKIE SWIFT
STOP HERE

Rush hour traffic far in excess of expectations taxed the Skokie Swift facilities from the first day of operation, even with schedules stepped up to provide service every few minutes.

Francis C. Knautz was appointed Director of Public Information October 1, 1964, succeeding H. L. Polland, retired. Mr. Knautz began his transit career with the Chicago Surface Lines in 1942 as a clerk in the transportation department. Immediately prior to his appointment, he was superintendent of job classification and superintendent of employe relations. He also has served as executive secretary of the Authority's Employes Suggestion Plan Committee. A graduate of Austin High School, he attended Northwestern University where he studied Business Administration.

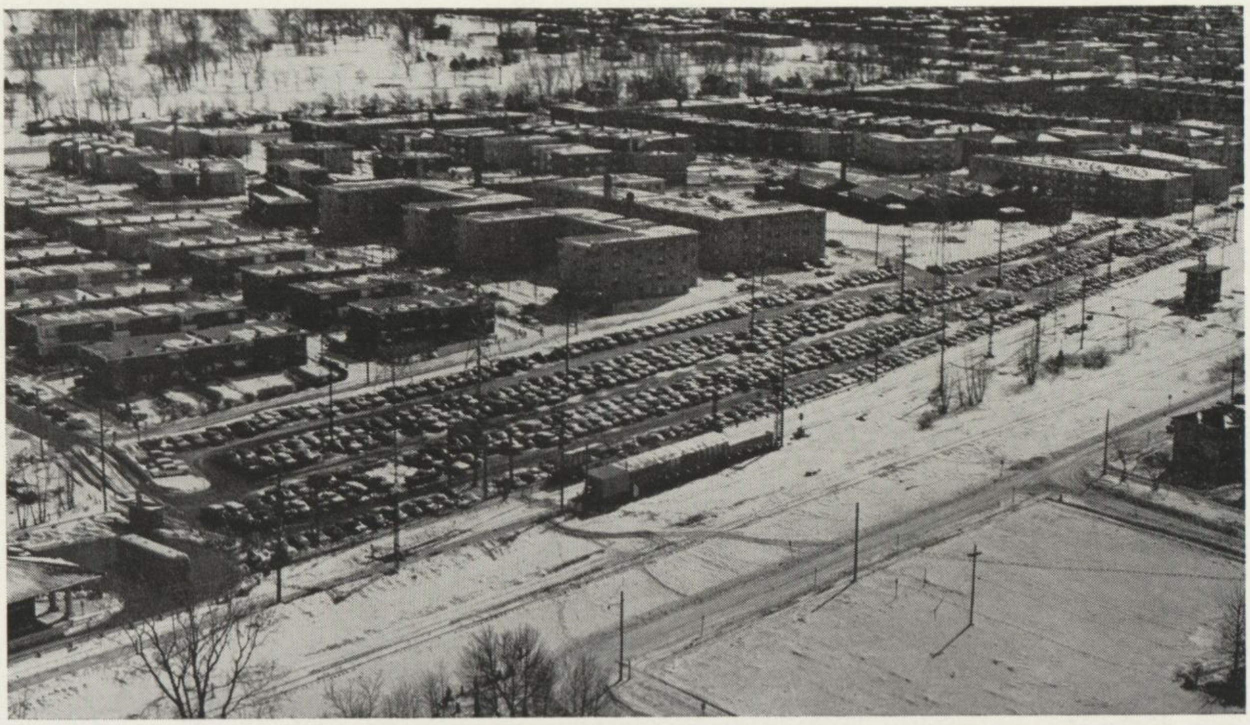
Effective October 11, 1964 there was a realignment of responsibilities of the following department heads, all reporting to the General Manager: Charles E. Keiser, former General Superintendent of Engineering, appointed Operating Manager; P. J. Meinardi, formerly Comptroller, appointed Manager of Finance; Harold S. Anthon, formerly Superintendent of Construction and Maintenance, appointed General Superintendent of Engineering; Gerald S. Graybiel, General Superintendent of Purchasing and Stores, was given additional responsibility, over the Specifications Department; John A. Baker, Superintendent of Training, was given additional responsibility, over Employment, and Francis C. Knautz, Director of Public Relations was appointed Superintendent of Public and Employe Relations.

Clarence H. Grube, Acting Treasurer, was appointed Treasurer by Chicago Transit Board in November 1964.

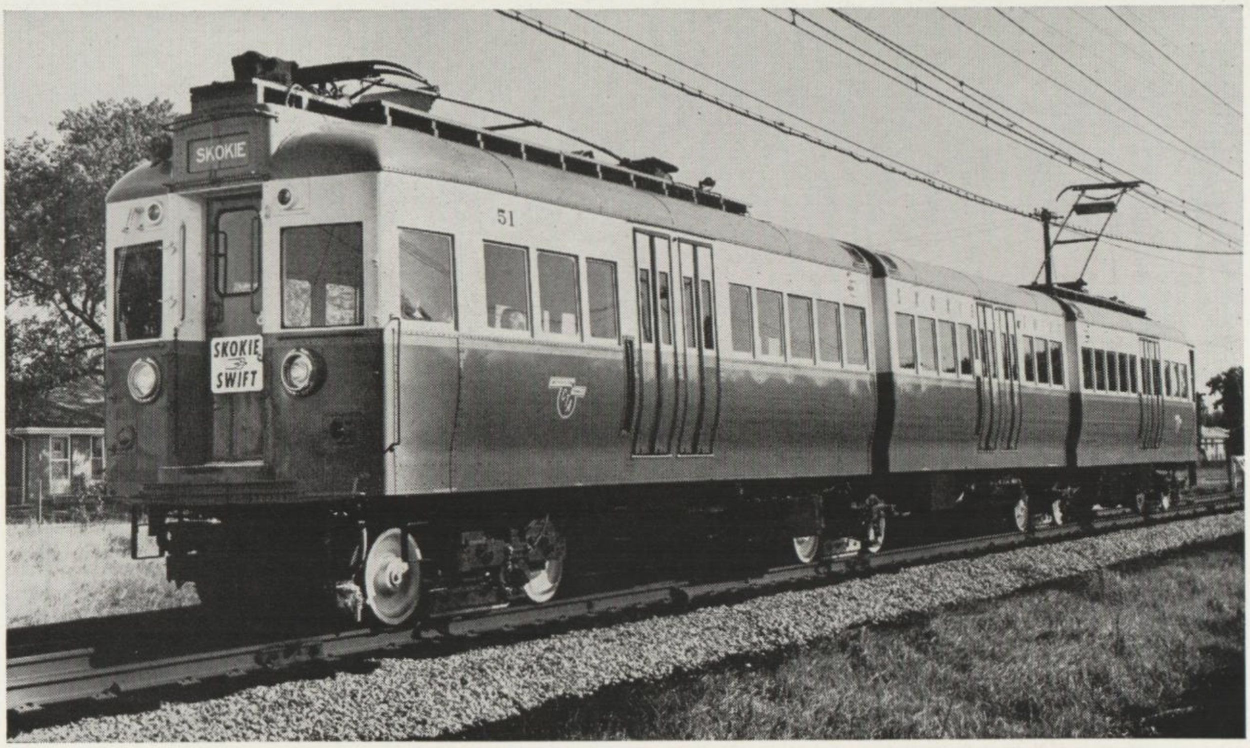
Walter J. McCarter retired October 1, 1964, as general manager, the post he has held since October 1, 1947, when the Authority began transit operations by purchasing the operating properties of Chicago Surface Lines and the Chicago Rapid Transit Company.

Mr. McCarter was a career transit executive. He started as an electrical engineer with the Milwaukee Transport Company, and came to Chicago as Chicago Transit Authority general manager from Cleveland, Ohio where, as general manager, he had had the task of directing the change-over of the privately-owned Cleveland Transit System to public ownership operation.

Under his stewardship, more than $202,500,000 has been invested in modern passenger equipment and other modern facilities.



The Dempster terminal Park'N'Ride lot, as it appeared late in 1964, after being expanded twice to its present 522-car capacity.



One of the 96-seat rapid transit cars assigned to the Skokie Swift service for rush period service is shown after being refurbished at Skokie Shops.

H. L. Polland retired October 1, 1964, as Director of Public Information which position he had held since the inception of the Authority in 1945.

Mr. Polland, who started as a newspaperman in 1920, became associated with the transit industry in 1939. He became a member of the Authority's management staff in 1945, and was responsible for the supervision, production and dissemination of all printed matter of an informational nature issued by the Authority. He also served as secretary of the Employes Welfare Committee and as a member of the Employe Suggestion Plan Committee.

OUTLOOK FOR 1965

Financial—Budget

On December 3, 1964, Chicago Transit Board adopted an operating budget of $133,384,000 for the fiscal year 1965, which indicated that revenues would be sufficient to cover all operating expenses and debt

Delivery of the first urban-type rapid transit cars designed and built as air-conditioned units was taken by CTA during the year. Of the 180 cars purchased, 140 were assigned to the Lake route and the remainder to the West-Northwest route. Back-lighted car card displays integrated with the fluorescent lighting system, picture windows, extra-wide spring cushion seats, and the central air-conditioning unit are among the innovations apparent in the interior view at the left. The Lake route train at the right is pictured near the Governor Henry Horner housing development on Chicago's West Side.

service on revenue bonds, but that there would be a $5,635,700 deficiency in making deposits to meet full depreciation requirements for the fiscal year; this would include a $1,242,000 deficiency expected to be carried over from 1964.

Passenger revenues for 1965 were estimated on the assumption that passenger traffic would be approximately ¼ of 1% lower than the 1964 level, and that the average fare in 1965 would be 3/10 of 1% higher than in 1964, resulting in a net decline of approximately $393,000. All other 1965 revenues were estimated to produce about $403,000 less than was realized in 1964.

Expenses budgeted for 1965 were based on contractual wage rates in effect at the close of 1964. Labor contracts that became effective December 1, 1962 provide for a cost-of-living allowance which amounted to 2½¢ per hour at the time the budget was prepared, and is to be adjusted quarterly under a formula based on the Consumer's Price Index of Chicago. The budget makes no provision for possible wage adjustments that may arise when new agreements are negotiated effective December 1, 1965 or any changes during 1965 in the cost-of-living allowance.

Financial—Preliminary Results

Starting in 1964, as previously reported, the Authority adopted a reporting procedure whereby financial and statistical data is accumulated and reported by four-week periods rather than calendar months.

During the first three four-week periods ended March 20, 1965, passenger traffic of 114,355,348 revenue rides increased 1,262,311 (1.12%) compared with same periods ended March 21, 1964. Passenger revenues of $30,467,088 increased $295,854 (1%), total revenues of $31,152,408 increased $395,632 (1.3%) and operation and maintenance expenses of $27,655,868 increased $430,200 (1.6%). There also were increases of $17,836, in debt service requirements and $31,651 in the provision for depreciation. As a result, at March 20, 1965 there was a deficiency of $891,960 in the amount available for deposit to the depreciation reserve fund. The corresponding 1964 deficit was $807,848.

Capital Projects

Cash available for capital outlays in 1965, including a carry-over of capital funds appropriated but not spent in 1964, is estimated at $16,668,000. Of this amount $8,496,900 is committed or planned for the purchase of new revenue vehicles and most of the balance is committed for other capital projects urgently needed, some of which are already under way.

Major capital items budgeted are as follows:

Purchase of 300 motor buses, including 10 air-conditioned ($8,124,000), spare parts for motor buses and Rapid Transit cars, and engineering	$ 8,496,900
Interest and principal on Equipment Trust Certificates	1,698,300
Purchase of fare boxes	65,000
Lake St. terminal	900,000
Sub-station conversion	363,000
Track and track structures	1,640,000
Surface System buildings	1,110,000
Rapid Transit System buildings	707,000
Surface System electrical	181,000
Rapid Transit System electrical	757,000
Purchase of tools—scrapping of passenger equipment—Shops & Equipment	78,100
Purchase of equipment—Stores Department	34,500
Purchase of office machines	75,000
General and administrative costs capitalized	492,800
Purchase and sale of real estate (net)	(227,500)
Major contingencies	296,900
	$16,668,000

( ) Denotes Red Figures

ACKNOWLEDGEMENTS

The Board particularly wishes to express its appreciation and thanks to the employes whose courtesy, skill and dedication to public service contributed so much to the achievements of the year, and to the riding public for their valued patronage and support.

We also thank the several public bodies, public officials and others who have assisted the Authority, for their continued cooperation and help in the furtherance of improvements to traffic and transportation in the Chicago area.

By Order of the Board,

Room 734
Merchandise Mart Plaza
Chicago, Illinois 60654

George DeMent
Chairman

ARTHUR ANDERSEN & CO.

CHICAGO, ILLINOIS

Chicago Transit Board,
Chicago Transit Authority:

We have examined the balance sheet and statement of long-term debt of CHICAGO TRANSIT AUTHORITY (an Illinois municipal corporation) as of December 26, 1964, and the related statements of accumulated net earnings, of application of revenue and of funds for the fifty-two week period then ended. Our examination was made in accordance with generally accepted auditing standards, and accordingly included such tests of the accounting records and such other auditing procedures as we considered necessary in the circumstances.

In our opinion, the accompanying balance sheet and statements of long-term debt, of accumulated net earnings and of funds present fairly the financial position of Chicago Transit Authority as of December 26, 1964, and the net earnings from operations and the sources and disposition of funds for the fifty-two week period then ended, in conformity with generally accepted accounting principles applied on a basis consistent with that of the preceding year. Also, in our opinion, the accompanying statement of application of revenue presents fairly the distribution of revenue for the fifty-two week period ended December 26, 1964, in accordance with the provisions of the trust agreement securing the revenue bonds.

ARTHUR ANDERSEN & CO.

April 9, 1965.

Statements of Application of Revenue

FOR THE FIFTY-TWO WEEK PERIOD ENDED DECEMBER 26, 1964, AND
FOR THE YEAR ENDED DECEMBER 31, 1963

	1964 (52 Weeks)	1963 (12 Months)
OPERATING REVENUE:		
Passenger transportation	$131,597,939	$132,293,767
Other	2,546,257	1,786,451
	$134,144,196	$134,080,218
OPERATING EXPENSES:		
Transportation operations	$ 65,992,603	$ 64,182,905
Maintenance and servicing	27,670,725	26,887,868
Administrative and general	5,619,163	6,041,797
Provision for injuries and damages	8,618,183	9,634,954
Electric power for revenue equipment	5,126,580	5,344,798
Fuel for revenue equipment	2,107,328	2,267,523
Operating rentals (Note 9)	795,898	851,312
	$115,930,480	$115,211,157
REVENUE AVAILABLE FOR DEBT SERVICE	$ 18,213,716	$ 18,869,061
DEBT SERVICE REQUIREMENTS:		
Interest	$ 3,608,501	$ 3,795,833
Serial bond maturity fund	1,989,818	2,000,000
Sinking funds	2,474,488	2,327,328
	$ 8,072,807	$ 8,123,161
REVENUE AVAILABLE FOR OTHER REQUIREMENTS	$ 10,140,909	$ 10,745,900
OTHER REQUIREMENTS:		
Depreciation—current period	$ 10,731,536	$ 10,726,417
Revenue bond amortization	—	19,483
	$ 10,731,536	$ 10,745,900
DEFICIENCY IN REVENUE for current period, representing depreciation for which cash was not available for deposit with the trustee	$ 590,627	$ —
UNAPPROPRIATED EARNINGS available at beginning of period (Note 7)	239,605	—
NET DEFICIENCY IN REVENUE	$ 351,022	$ —

The accompanying notes are an integral part of these statements.

CHICAGO
TRANSIT
AUTHORITY

Statement of Accumulated Net Earnings

APPROPRIATED IN ACCORDANCE WITH THE TRUST AGREEMENT
SECURING THE REVENUE BONDS
FOR THE FIFTY-TWO WEEK PERIOD ENDED DECEMBER 26, 1964

BALANCE DECEMBER 28, 1963	$47,083,103
Deficiency in revenue, representing depreciation for which cash was not available for deposit with the trustee, per accompanying statement of application of revenue	$ 590,627*
Items deducted from operating revenue in accordance with the revenue bond trust agreement, but not deductible from net earnings—	
Serial bond maturity fund	1,989,818
Sinking funds	2,474,488
Interest earned on certain funds, not included in transit revenue under the trust agreement—	
Sinking funds	2,426
Revenue bond reserves	58,215
Modernization fund	2,391
Depreciation reserve	526,097
Interest expense on equipment trust certificates	509,522*
Net earnings for the fifty-two week period ended December 26, 1964	$ 3,953,286
Unappropriated earnings at beginning of period appropriated during the current period, per accompanying statement of application of revenue (Note 7)	239,605
Premium on retirement of revenue bonds	48,425*
Premium on retirement of equipment trust certificates	27,405*
	$ 4,117,061
BALANCE DECEMBER 26, 1964	$51,200,164

* Denotes red figure.

The accompanying notes are an integral part of this statement.

CHICAGO
TRANSIT
AUTHORITY

Balance

ASSETS

	Dec. 26, 1964	Dec. 31, 1963
TRANSPORTATION PROPERTY, at cost	$222,945,600	$203,771,502
Less—Reserve for depreciation	92,853,827	85,736,764
	$130,091,773	$118,034,738
SPECIAL FUNDS, cash and U. S. Government securities:		
Held by revenue bond trustee—		
Depreciation reserve	$ 5,277,728	$ 5,645,928
Operating expense reserve	1,848,259	1,848,259
	$ 7,125,987	$ 7,494,187
Held by equipment trustee—		
Series 10 equipment purchase fund	$ 1,055,218	$ 15,000,000
Series 11 equipment purchase fund	6,836,490	—
	$ 7,891,708	$ 15,000,000
Damage reserve	$ 9,308,909	$ 7,968,136
	$ 24,326,604	$ 30,462,323
CURRENT ASSETS:		
Cash and U. S. Government securities—		
Working cash account (Note 3)	$ 15,675,787	$ 15,864,369
Deposits for payment of interest on—		
Revenue bonds	1,726,923	1,859,879
Equipment trust certificates	48,503	33,348
Accounts receivable, less reserve	1,754,325	1,850,532
Materials and supplies, at average cost	5,859,059	5,976,359
Other	869,143	939,042
	$ 25,933,740	$ 26,523,529
	$180,352,117	$175,020,590

Sheets

LIABILITIES

	Dec. 26, 1964	Dec. 31, 1963
LONG-TERM DEBT, including $5,767,778 debt service requirements due within one year (see accompanying statement) (Note 4):		
Revenue bonds, excluding amounts held by trustee for payment of principal (Note 5)	$ 80,788,316	$ 85,228,137
Equipment trust certificates, excluding amounts held by trustee for payment of principal (Note 6)	16,282,500	11,042,495
	$ 97,070,816	$ 96,270,632
ACCUMULATED NET EARNINGS (fully appropriated)	$ 51,200,164	$ 47,119,804
CURRENT LIABILITIES:		
Accounts payable	$ 7,397,058	$ 7,916,931
Accrued wages and vacation pay	7,554,609	7,815,463
Accrued interest	1,775,426	1,893,226
Other	286,255	277,517
	$ 17,013,348	$ 17,903,137
DAMAGE RESERVE	$ 15,067,789	$ 13,727,017
	$180,352,117	$175,020,590

The accompanying notes are an integral part of these statements.

CHICAGO
TRANSIT
AUTHORITY

Statement

FOR THE FIFTY-TWO WEEK PER

FUNDS	Balance Dec. 28, 1963, Before Transfers	COLLECTED		
		Revenue and Other Receipts	Interest Income	Net Transfers Between Funds Made in 1964
HELD BY REVENUE BOND TRUSTEE:				
Transit Revenue	$ 7,816,260	$135,268,335	$ —	$135,616,783*
Interest	1,859,879	—	18,733	3,606,473
Serial Bond Maturity	1,000,000	—	35,456	1,964,544
Sinking Funds	272,280	—	2,426	2,604,539
Reserve Funds	8,010,100	—	299,153	337,133*
Depreciation Reserve	11,950,876	—	526,097	4,369,684
Revenue Bond Amortization	—	—	—	—
Operating Expense Reserve	1,848,259	—	56,108	56,108*
Modernization	113,087	—	2,391	177,848
HELD BY EQUIPMENT TRUSTEE:				
For payment of interest	33,348	—	4,835	519,314
For payment of principal—				
Series 7	62,500	—	3,859	1,874,141
Series 8	22,500	—	1,382	671,668
Series 9	50,005	—	3,081	1,458,914
Series 10	62,500	—	7,449	742,551
Series 11	—	—	—	30,000
For purchase of equipment—				
Series 10	15,000,000	—	624,154	3,369,773
Series 11	—	10,005,604	124,377	3,293,491*
OTHER FUNDS:				
Working Cash Account	3,521,899	—	5,010	109,414,048
Damage Reserve	6,428,682	—	197,870	8,534,118
Excess Damage Reserve	1,000,000	—	34,100	34,100*
TOTAL	$59,052,175	$145,273,939	$1,946,481	$ —

*Denotes red figure.

of Funds

IOD ENDED DECEMBER 26, 1964

DEDUCT	Balance, December 26, 1964, Before Reflection of Transfers Yet to be Made Between Funds				Balance, December 26, 1964, After Transfers Between Funds		
	HELD AS				CLASSIFIED AS		
Disbursements	Cash	U. S. Government Securities	Total	Net Transfers Between Funds to be Made After Dec. 26, 1964	Special Funds	Current Assets	Reduction of Long-Term Debt
$ —	$ 7,467,812	$ —	$ 7,467,812	$ 7,467,812*	$ —	$ —	$ —
3,710,457	1,859	1,772,769	1,774,628	47,705*	—	1,726,923	—
2,000,000	512	999,488	1,000,000	26,882*	—	—	973,118
2,601,426	1,330	276,489	277,819	34,373*	—	—	243,446
—	11,444	7,960,676	7,972,120	—	—	—	7,972,120
4,752,372	192,421	11,901,864	12,094,285	6,816,557*	5,277,728	—	—
—	—	—	—	—	—	—	—
—	1,281	1,846,978	1,848,259	—	1,848,259	—	—
275,302	18,024	—	18,024	18,024*	—	—	—
508,994	1,439	47,064	48,503	—	—	48,503	—
1,940,500	—	—	—	—	—	—	—
695,550	—	—	—	—	—	—	—
1,512,000	—	—	—	—	—	—	—
750,000	1,709	60,791	62,500	—	—	—	62,500
—	585	29,415	30,000	—	—	—	30,000
17,938,709	1,055,218	—	1,055,218	—	1,055,218	—	—
—	94,714	6,741,776	6,836,490	—	6,836,490	—	—
111,277,888	1,454,779	208,290	1,663,069	14,012,718	—	15,675,787	—
7,250,396	993,340	6,916,934	7,910,274	398,635	8,308,909	—	—
—	948	999,052	1,000,000	—	1,000,000	—	—
$155,213,594	$11,297,415	$39,761,586	$51,059,001	$ —	$24,326,604	$17,451,213	$9,281,184

The accompanying notes are an integral part of this statement.

Statements of Long-Term Debt

	Dec. 26, 1964	Dec. 31, 1963
REVENUE BONDS (Notes 4 and 5):		
Series of 1947, 3½% to 3¾%, due 1978	$63,775,000	$67,695,000
Series of 1952, 4½%, due 1982	20,008,000	20,494,000
Series of 1953, 4½%, due 1982	6,194,000	6,341,000
	$89,977,000	$94,530,000
Less—Funds held by trustee for payment of principal (see accompanying statement of funds)	9,188,684	9,301,863
	$80,788,316	$85,228,137
EQUIPMENT TRUST CERTIFICATES (Notes 4 and 6):		
Series 7, 3½% to 4⅛%, due 1966	$ —	$ 1,925,000
Series 8, 4⅛%, due 1966	—	690,000
Series 9, 4⅜% to 4½%, due 1966	—	1,500,000
Series 10, 2.90% to 3.625%, due 1973	6,375,000	7,125,000
Series 11, 3.25% to 3.90%, due 1976	10,000,000	—
	$16,375,000	$11,240,000
Less—Funds held by trustee for payment of principal (see accompanying statement of funds)	92,500	197,505
	$16,282,500	$11,042,495
	$97,070,816	$96,270,632

The accompanying notes are an integral part of these statements.

NOTES TO FINANCIAL STATEMENTS
AS OF DECEMBER 26, 1964

(1) On December 29, 1963, the Authority adopted a fifty-two week fiscal year, consisting of thirteen four-week periods, for accounting and reporting purposes. In connection therewith, the financial statements have been prepared to reflect the financial position as of December 26, 1964, and the net earnings from operations, sources and disposition of funds and distribution of revenue for the fifty-two week period then ended.

(2) Revenue of each calendar year after deducting operation and maintenance expenses is to be deposited in the following funds in the order shown, to the extent that moneys are available therefor:

A. Revenue bond interest fund, serial bond maturity fund, sinking funds and reserve funds—deposits equal to debt service requirements as provided in the revenue bond trust agreement.

B. Depreciation reserve fund—deposits equal to the annual depreciation provision and deficiencies, if any, in prior years' deposits.

C. Revenue bond amortization fund—deposits, cumulative within the year, equal to $300,000 quarterly for the series of 1947 and 1952 revenue bonds and $16,714 quarterly for the series of 1953 revenue bonds.

D. Operating expense reserve fund—deposit to be $900,000 each year, until the balance in the fund is equal to at least $4,000,000.

E. Municipal compensation fund—deposit to be computed in accordance with the franchise ordinance.

F. Modernization fund—deposits to be equal to the moneys remaining after making required deposits to the above funds.

(3) In conjunction with the purchase of certain right-of-way and other facilities in 1963, $1,500,000 was temporarily withdrawn from the working cash account, of which $300,000 was reimbursed from the depreciation reserve fund in 1964. The remaining $1,200,000 will be reimbursed from the depreciation reserve fund over a period not to exceed four years at a rate of not less than $300,000 per year subject to specific authorization by Chicago Transit Board in each year.

(4) Debt service requirements in 1965 for the payment of principal on revenue bonds and equipment trust certificates consist of the following:

	Total	Revenue Bonds	Equipment Trust Certificates
Serial bond maturity	$1,994,521	$1,994,521	$ —
Sinking funds	2,644,924	2,644,924	—
Principal payment funds	1,128,333	—	1,128,333
	$5,767,778	$4,639,445	$1,128,333

CONTINUED ON NEXT PAGE

(5) Payments of principal on revenue bonds are to be made as rapidly as practicable, but at least semiannually, from deposits made to the sinking funds, and annually from deposits made to the serial bond maturity fund.

Revenue bond reserve requirements were met in prior years. Amounts deposited in revenue bond reserve funds can be used only for (a) payment of principal or interest on revenue bonds whenever on any principal or interest payment date there would be insufficient moneys held by the trustee in applicable principal, interest and other funds or (b) retirement of remaining bonds outstanding whenever the aggregate amount in the revenue bond reserve fund, revenue bond amortization fund and sinking fund for any series is equal to the amount of applicable series bonds then outstanding.

(6) The collateral for Series 10 and 11 equipment trust certificates consists of 575 motor buses and 493 elevated-subway cars having a total cost of approximately $51,000,000, including the cost of 10 elevated-subway cars and 250 motor buses which will be purchased in 1965 from amounts on deposit with the equipment trustee (reference is made to Note 10 to financial statements).

Payments of principal on equipment trust certificates are to be made semiannually from deposits made to principal payment funds. Deposits for payment of principal and interest on equipment trust certificates are to be made from the depreciation reserve fund to which deposits are to be made after requirements have been fulfilled for operating expenses and principal and interest on the revenue bonds.

(7) The unappropriated earnings available at the beginning of the period of $239,605 represents an amount which was not required to be deposited in a specific fund at December 28, 1963. Such amount was utilized in the fifty-two week period ended December 26, 1964, to reduce the deficiency in revenue resulting in a net deficiency in revenue as of December 26, 1964, of $351,022.

(8) Under its pension agreement, which is renegotiated every three years, the Authority has agreed to contribute a fixed percentage of payroll to a contributory pension plan for present and retired employees. Under such agreement, the Authority is not legally obligated to fund the actuarial cost of future benefits to present and retired employees. At December 26, 1964, such unfunded amount was approximately $113,000,000, including amounts based on employee services rendered to predecessor companies.

(9) The Authority leases operating facilities under long-term leases which expire on various dates from July, 1977 to March, 1990.

(10) Construction commitments as of December 26, 1964, are approximately $9,000,000. Included in this amount are commitments for the purchase of 10 elevated-subway cars for $1,055,218, and 250 motor buses for $6,742,803. This cost will be paid from deposits held by the equipment trustee.

Statement of Transportation Property and Organization Expense

Showing Balance at December 31, 1963, Plus Additions and Less Retirements During 1964, and Balance at December 26, 1964

	Balance Dec. 31, 1963	Gross Additions	Retirements	Balance Dec. 26, 1964
Land	$ 14,213,387	$ 375,401	$ 40,793	$ 14,547,995
Track & Paving	10,991,809	427,722	99,760	11,319,771
Machinery & Tools	4,775,008	165,627	54,649	4,885,986
Electric Line Equipment	10,073,574	4,327	190,497	9,887,404
Buildings	30,717,640	983,471	228,514	31,472,597
Cars	44,368,572	18,047,790	696,219	61,720,143
Buses & Fare Boxes, Etc.	66,174,840	458,608	1,904,604	64,728,844
Work Cars, Autos and Service Equipment	1,945,078	28,433	58,295	1,915,216
Furniture	1,447,016	54,513	59,365	1,442,164
Signals & Interlocking	1,687,308	232,194	16,449	1,903,053
Crossings, Fences & Signs	1,117,134	278,558	—	1,395,692
Elevated Structures	7,655,739	317,721	17,076	7,956,384
Substation Equipment	2,693,936	820,941	60,044	3,454,833
Telephone and Communications	910,488	68,507	39,048	939,947
Engineering	46,623	—	—	46,623
General & Miscellaneous	4,868,034	417,300	41,702	5,243,632
TOTAL TRANSPORTATION PROPERTY	203,686,136	22,681,113	3,507,015	222,860,284
Organization Expense	85,316	—	—	85,316
TOTAL	$203,771,502	$22,681,113	$3,507,015	$222,945,600

CHICAGO
TRANSIT
AUTHORITY

Condensed Statement of Application

And Miscellaneous

Ten-Year Statistics	1964*	1963	1962	1961
FINANCIAL				
Passenger Revenues (Exclusive of Charter Service)	$131,117,302	$131,806,188	$135,579,200	$128,395,020
Other Revenues	3,026,894	2,274,030	2,261,749	2,215,726
TOTAL REVENUE	134,144,196	134,080,218	137,840,949	130,610,746
Total Payroll (including employee benefits)	90,803,744	88,499,749	86,443,055	84,068,952
Provision for Injuries and Damages	8,618,183	9,634,954	10,193,469	9,795,806
Other Operating and Maintenance Expenses	16,508,553	17,076,454	18,523,697	18,753,262
TOTAL OPERATION AND MAINTENANCE EXPENSES	115,930,480	115,211,157	115,160,221	112,618,020
Debt Service Requirements	8,072,807	8,123,161	8,242,216	8,133,394
Provision for Depreciation—Current Period	10,731,536	10,726,417	11,027,276	10,448,860
Credit from Operating Expense Reserve (Note 1)	—	—	—	—
Balance Available for Other Charges or (Deficit in Depreciation Provision)	(590,627)	19,483	3,411,236	(589,528)
Carry-Over of Prior Year's Deficiency	239,605	—	(843,082)	(253,554)
Balance Available for Other Charges or (Deficit in Depreciation Provision)	$ (351,022)	$ 19,483	$ 2,568,154	$ (843,082)
Other Charges:				
Revenue Bond Amortization Fund		$ 19,483	$ 1,266,854	
Operating Expense Reserve Fund		—	900,000	
Municipal Compensation Fund		—	401,300	
Total Other Charges		$ 19,483	$ 2,568,154	
STATISTICS				
Originating Revenue Passengers—				
Surface System	379,251,204	381,166,527	390,842,961	395,405,445
Rapid Transit System	111,218,011	111,065,005	114,068,016	110,126,318
Combined System	490,469,215	492,231,532	504,910,977	505,531,763
Revenue Car and Bus Miles—				
Surface System	108,584,240	105,831,951	106,189,616	107,536,463
Rapid Transit System	44,080,246	43,817,441	43,910,748	44,193,072
Combined System	152,664,486	149,649,392	150,100,364	151,729,535
Passengers Carried per Mile Operated—				
Surface System	3.49	3.60	3.68	3.67
Rapid Transit System	2.52	2.53	2.60	2.49
Combined System	3.21	3.29	3.36	3.33
Population of Chicago	3,534,000	3,534,000	3,534,000	3,540,000
Rides per Capita	139	139	143	143
Number of Active Employes at December 31st	12,491	13,005	12,932	13,201

( ) Denotes red figures.

*Year 13 periods (12-29-63 to 12-26-64)

Note 1: Transfer from Operating Expense Reserve Fund to meet

of Revenues to Fixed Requirements

Operating Statistics

1960	1959	1958	1957	1956	1955
$129,881,311	$127,541,638	$123,879,707	$122,162,709	$117,955,336	$118,648,133
2,211,604	2,339,237	2,239,022	2,310,226	2,238,218	2,249,052
132,092,915	129,880,875	126,118,729	124,472,935	120,193,554	120,897,185
84,212,211	81,584,278	79,007,588	77,415,640	75,221,185	73,504,452
9,852,889	9,416,363	9,143,608	8,901,923	8,113,065	8,660,560
19,485,113	20,144,348	20,453,010	20,443,838	19,377,057	20,323,179
113,550,213	111,144,989	108,604,206	106,761,401	102,711,307	102,488,191
8,228,823	7,789,956	7,844,966	8,024,366	8,090,374	7,906,632
10,567,433	10,390,470	10,089,498	9,957,835	9,615,484	9,671,775
—	(309,578)	—	(313,588)	—	—
(253,554)	865,038	(419,941)	42,921	(223,611)	830,587
—	(600,631)	(180,690)	(223,611)	—	—
$ (253,554)	$ 264,407	$ (600,631)	$ (180,690)	$ (223,611)	$ 830,587
	$ 264,407				$ 830,587
	—				—
	—				—
	$ 264,407				$ 830,587
421,832,145	432,684,329	426,226,629	469,785,257	505,623,461	510,603,672
112,924,491	113,330,994	107,067,414	112,280,610	115,659,105	112,889,976
534,756,636	546,015,323	533,294,043	582,065,867	621,282,566	623,493,648
109,545,835	109,920,263	113,616,557	117,843,204	118,243,862	119,402,217
44,633,251	44,325,456	42,991,829	44,487,108	44,317,276	43,667,246
154,179,086	154,245,719	156,608,386	162,330,312	162,561,138	163,069,463
3.85	3.94	3.75	3.99	4.28	4.28
2.53	2.56	2.49	2.52	2.61	2.59
3.47	3.54	3.41	3.59	3.82	3.82
3,550,404	3,557,460	3,564,516	3,571,572	3,578,628	3,585,684
151	153	150	163	174	174
13,606	13,590	13,945	14,323	14,500	15,086

---

deficit in January 1959 and January 1957 Debt Service Requirements.

Revenue Equipment Owned

December 26, 1964

	On Hand	1-1-64 to 12-26-64		On Hand
	12-31-63	Acquired	Retired	12-26-64
SURFACE SYSTEM—				
Buses—				
Trolley Buses	529	—	4	525
Gas—Hydraulic	62	—	62	—
Diesel—Hydraulic	1,047	—	51	996
Propane—Hydraulic	1,694	—	23	1,671
TOTAL SURFACE SYSTEM	3,332	—	140	3,192
RAPID TRANSIT SYSTEM—				
Elevated Cars—				
Steel—Conventional type	422	—	141	281
Metal—Articulated	4	—	—	4
Metal—P.C.C.	770	—	1	769
Metal—P.C.C. Air-Conditioned	—	180	—	180
TOTAL RAPID TRANSIT SYSTEM	1,196	180	142	1,234
TOTAL REVENUE EQUIPMENT OWNED	4,528	180	282	4,426

Mileage Owned, Leased and Operated

December 26, 1964

	Surface System	Rapid Transit System	Combined
Tracks Owned or Leased:			
Owned	60.07	173.77	233.84
Leased (Subways, Congress Expressway and Lake Street Track Elevation)	—	37.23	37.23
Total Track Owned or Leased	60.07	211.00	271.07
Revenue and Non-Revenue Track or Route Mileage:			
Revenue Miles in Operation—			
Revenue Tracks	—	170.76	170.76
Trolley Bus Lines (Single Way Miles)	243.24	—	243.24
Motor Bus Lines (Single Way Miles)	1,592.14	—	1,592.14
Total Revenue Miles	1,835.38	170.76	2,006.14
Non-Revenue Miles—			
Unused Track	58.21 (1)	—	58.21
Service Track	1.86 (2)	40.24 (3)	42.10
Connecting Trolley Bus Lines and Trolley Bus Storage	17.79	—	17.79
Total Non-Revenue Miles	77.86	40.24	118.10
TOTAL	1,913.24	211.00	2,124.24

NOTES:—

(1) This mileage covers Tracks located in public ways and streets which are isolated. Tracks from which the electric service has been discontinued and tracks not used.

(2) This mileage covers Tracks located at 78th & Vincennes Yard and railroad track connection in South Shops plant.

(3) Includes 14.63 miles of main line storage track and 2.57 miles of freight gauntlet track, Evanston Branch. Balance consists of track in Yards and Carhouses.

CHICAGO
TRANSIT
AUTHORITY

Operating Statistics for 13 Period Year

Ended December 26, 1964

	Surface System	Rapid Transit System	Combined System
REVENUES:	$103,230,866	$ 30,913,330	$134,144,196
PASSENGER TRAFFIC:			
Revenue Passengers	379,251,024	111,218,011	490,469,215
Revenue Vehicle Miles:			
Cars—Rapid	—	44,080,246	44,080,246
Trolley Coaches	16,797,677	—	16,797,677
Motor Buses	91,786,563	—	91,786,563
TOTAL REVENUE VEHICLE MILES	108,584,240	44,080,246	152,664,486
Revenue per Vehicle Mile	95.07c	70.13c	87.87c
Earning Revenue Vehicle Hours:			
Cars—Rapid	—	—(1)	—
Trolley Coaches	1,714,686	—	1,714,686
Motor Buses	8,580,945	—	8,580,945
TOTAL REVENUE VEHICLE HOURS	10,295,631	—	10,295,631
POWER STATISTICS:			
Direct Current Kilowatt Hours	64,182,239	197,045,780	261,228,019
Average Cost per Kilowatt Hour	—	—	2.01c
MOTOR BUS FUEL STATISTICS:			
Diesel Fuel—Gallons	7,313,000		
Average Miles per Gallon	4.23		
Propane Fuel—Gallons	26,787,000		
Average Miles per Gallon	2.27		

(1) Not Available

CHICAGO
TRANSIT
AUTHORITY

ROUTE AND TERMINAL CHANGES

Route and Number	Effective Date	Description
North-Narragansett-Irving Park (86)	1-24-64	New off-street terminal opened for North-Narragansett-Irving Park buses on Irving Park west of Pueblo.
South Chicago-Ewing (30)	2- 9-64	The Weekday, Saturday and Sunday evening trip leaving 63rd-South Park at 1:45 A.M. was discontinued.
Archer Avenue (62A)	2-10-64	Weekday and Saturday Archer Express service reduced along Cicero Avenue to the Cicero-64th loop.
Ashland Avenue (9)	2-10-64	Weekday service between 6:00 AM and 9:50 AM and between 2:30 PM and 6:50 PM extended south of the Ashland-95th terminal to operate to Vincennes-104th. Routing southeast on Beverly Avenue to 103rd Street and southwest on Vincennes to 104th Street, with turn-around in the yard of Beverly Garage.
Devon-Sheridan (155)	2-10-64	Weekday and Saturday Devon-Sheridan service reduced in the area north of Pratt-Ashland.
111th-115th Street (111)	2-10-64	Weekday route extended with two AM rush trips to operate via 115th, Ashland, 119th and Vincennes instead of the regular route of 115th and Vincennes. Two PM rush trips extended to operate via Vincennes, 119th, Ashland and 115th Street instead of the regular route of Vincennes and 115th Street.
Devon Extension (14)	2-23-64	Discontinued Weekday and Saturday service on Devon between Cicero and Central-Caldwell.
West Fullerton (74B)	3-23-64	Discontinued evening service on Weekdays and Saturdays after 7:30 PM.
Harrison-Adams (7A)	3-23-64	Harrison-Adams Weekday and Saturday midday shuttle service operating between Harrison-Racine and Monroe-State reduced by discontinuance of one-half of these trips. Effective November 30, 1964, Harrison-Adams service discontinued during the midday period on Weekdays and Saturdays.
North-Narragansett-Irving Park (86)	3-23-64	The use of Monday-Thursday special schedule on the North-Narragansett-Irving Park route discontinued.
87th Street (87)	3-23-64	87th Street Weekday service from Cicero Avenue expanded to provide the first morning trip at 5:50 AM. The former first trip was at 6:18 AM.

Route and Number	Effective Date	Description
Skokie Bus (97)	4-20-64	Skokie bus operation extended to the Old Orchard Shopping Plaza on Weekdays between 6:40 AM and 10:00 PM, and on Saturdays between 8:00 AM and 6:00 PM. The trips extended to the Old Orchard Shopping Plaza operate via the newly established Dempster Terminal of the Skokie Swift line, east on Dempster, north on Bronx, northeast on Gross Point Road and north on Skokie Blvd., entering the Old Orchard parking area at the South Drive. Leaving the Old Orchard Plaza the buses exit from the parking area onto Simpson Street and then operate via Simpson Street, Skokie Blvd., Niles Center Road and Dempster to the Dempster Skokie Swift Terminal. The schedules were coordinated with the Skokie Swift operation to make connections at Dempster Terminal.
Skokie Swift	4-20-64	Skokie Swift operation inaugurated on the refurbished North Shore tracks between Howard terminal, Chicago, and Dempster Street in Skokie. This is a demonstration project jointly supported by the CTA, the Village of Skokie and the U.S. Housing and Home Finance Agency.
Howard-Hermitage Loop.	5- 1-64	The Howard-Hermitage off-street loop for buses rearranged to be shared with Evanston Bus Company and United Motor Coach Company buses.
Taylor-Sedgwick-Sheffield (37)	5- 4-64	Taylor-Sedgwick-Sheffield buses rerouted between Halsted and Racine Avenue on account of University of Illinois construction in the area. This rerouting was an indefinite routing and was ended after several months.
O'Hare Airport-Devon-Northwest Expressway (19)	5-11-64	Devon-Northwest Expressway bus operation extended to O'Hare Airport on Weekdays and Saturdays with four early AM rush and four midafternoon trips. Buses operated from Logan Square via the Northwest Expressway exiting and reentering the expressway for stops at Central and Harlem Avenues. Effective September 13, 1964 the service was expanded to cover three major shift changes seven days a week. Effective December 6, 1964 this service was discontinued on account of lack of patronage. This service, when in operation, was at premium fare rates, 30c for adults and 24c for children and students, over the standard fare rate.
South Damen (50A)	5-24-64	South Damen service north of 47th Street curtailed on Weekdays, Saturdays and Sundays. Weekday service was discontinued between the hours of 6:00 AM and 6:30 AM and from 9:30 AM to 2:30 PM. Saturdays and Sundays service in this area was completely discontinued. Sunday operation was retained between 87th and 47th Streets from 6:00 AM to 1:00 PM.
Marquette Road (110)	5-25-64	Weekday service operating on 71st Street west of Kedzie Avenue was rerouted and extended. The extension was from Springfield Avenue to Pulaski Road while the rerouting provided for counter clockwise operation in the AM rush and clockwise operation in the PM rush over Pulaski, 71st and Kedzie Avenue.
Montrose-Lawrence (81A)	6-13-64	Extended line on days when weather conditions require operating via Simonds Drive between Montrose and Lawrence Avenue. The extension took the place of Clarendon Avenue to better serve the beaches. This temporary extension prevailed until September 12, 1964, the closing date for beaches.

Route and Number	Effective Date	Description
Division Street (70)	6-21-64	Rerouted in the central area to operate via State, Randolph, Canal, Washington and Dearborn Street in place of via State, Harrison, and Dearborn. This rerouting was in connection with supplying improved service at the North Western Station and provided for a 15c fare at the North Western Station stop on Weekdays and Saturdays between 7:00 AM and 2:00 PM and a 15c fare at all stops southbound south of Kinzie Street on Weekdays and Saturdays between 12:00 Noon and 9:00 PM. Effective July 27, 1964, rerouted to operate northbound via Washington and State in place of the routing via Washington, Dearborn, Kinzie and State.
Garfield Local (6)	6-21-64	Garfield #6 Local buses rerouted in the central area via Wabash, Adams, the River Drive of the Union Station, Jackson and Michigan Avenue, in place of via Wabash, Wacker and Michigan. At the same time there were some special trips operating to the North Western Station which were discontinued. This rerouting and discontinuance was in connection with supplying improved service to the Union Station and included the provision for a 15c fare on Weekdays and Saturdays at the Union Station stop only between 7:00 AM and 2:00 PM, and northbound north of Harrison Street for buses approaching Union Station between Noon and 9:00 PM on Weekdays and Saturdays.
Sheridan Local (151)	6-21-64	Sheridan #151 Local buses extended to operate via Adams, the River Drive of the Union Station, Jackson and State Street in place of via Adams and State. This extension was in connection with supplying improved service to Union Station and included provision for a 15c fare at the Union Station stop only on Weekdays and Saturdays between 7:00 AM and 2:00 PM, and for southbound buses approaching the Union Station south of Ohio Street on Weekdays and Saturdays between 12:00 Noon and 9:00 PM.
Archer Morning Rush (62)	6-22-64	Archer AM rush shuttle trips rerouted via Wacker, Franklin, Randolph, Canal, Washington, Franklin, Monroe and State Street, in place of via Wacker, Franklin, Madison, Clinton, Monroe and State Street. This rerouting was in connection with providing an improved service at the North Western Station and included provision for a 15c fare at the North Western Station Stop only between 7:00 AM and the end of this service.
Drexel-Hyde Park (1)	6-22-64	Drexel-Hyde Park #1 buses rerouted via Michigan, Randolph, Canal, Washington and Michigan in place of via Michigan, East South Water St., Wabash, Wacker and Michigan. This rerouting was in connection with supplying improved service to the North Western Station and provided for a 15c fare at the North Western Station stop only on Weekdays and Saturdays between 7:00 AM and 2:00 PM, and for northbound buses approaching the North Western Station north of Harrison Street between 12:00 Noon and 9:00 PM on Weekdays and Saturdays.

Route and Number	Effective Date	Description
Hyde Park Local (2)	6-22-64	Hyde Park #2 Local buses rerouted via Michigan, Adams, Franklin, Randolph, Canal, Washington, Wacker, Jackson and Michigan, in place of via Michigan, Adams, Canal, Madison, Clinton, Jackson and Michigan. The change was in connection with supplying improved service at the North Western Station, and provided a 15c fare at the North Western Station stop only. Weekdays and Saturdays from 7:00 AM to 2:00 PM, and approaching the North Western Station north of Harrison Street on Weekdays from 2:00 PM until the end of the service.
Monroe Parking (148)	6-22-64	Routing shortened to discontinue service west of LaSalle Street to the North Western station during Weekday rush hours and the business day on Saturdays. During the midday periods, 10:00 AM to 2:00 PM, the discontinuance was west of Wacker Drive. Effective July 21, 1964, service was restored during Weekday rush hours and on Saturdays between LaSalle Street and Wacker Drive.
Ohio-Union Station (157)	6-22-64	Ohio Depots #157 line was changed to Ohio-Union Station #157 line and rerouted via Randolph, Wacker, Adams, the River Drive of Union Station, Jackson, Wacker, Washington and Michigan, in place of via Randolph, Clinton, Jackson, Canal, Washington and Michigan. The change was in connection with providing improved service at the Union Station and provided for a 15c fare at the Union Station stop only on Weekdays and Saturdays between 7:00 AM and 2:00 PM, and for southbound buses approaching the Union Station south of Ohio Street on Weekdays and Saturdays between 12:00 Noon and 9:00 PM.
Shopping District (142)	6-22-64	Weekday rush hour service was discontinued. This service was discontinued in connection with the other reroutings that improved service at the North Western Station.
Wacker-North Western Station (158)	6-22-64	Wacker Depots #158 line was changed to Wacker-North Western Station #158. In connection with the expansion of the service supplied to the North Western and Union Stations, the newly-named line was expanded to provide service throughout the business day. Effective August 17, 1964, midday service was discontinued and service provided during Weekday rush hours as had been done prior to June 22, 1964.
Wacker-Orleans (128)	6-22-64	Service was expanded during the morning rush period, to start at 7:25 AM, 20 minutes earlier than formerly. This change was part of the improved service arrangements for the North Western and Union Stations.
Wilson-LaSalle Local (156)	6-22-64	Rerouted via LaSalle, Adams, the River Drive of Union Station, Jackson and LaSalle in place of via LaSalle, Adams, Wells, Jackson and LaSalle. This change was in connection with supplying improved service to the Union Station and provided for a 15c fare at the Union Station stop between 7:00 AM and 2:00 PM on Weekdays and Saturdays, and for southbound buses approaching the Union Station south of Kinzie Street on Weekdays and Saturdays between 12:00 Noon and the end of service on each day.

Route and Number	Effective Date	Description
Yates-95th (89)	6-22-64	Service discontinued on Weekdays after 11:30 PM and on Saturdays after 8:00 PM.
Montrose-Lawrence (81A)	7-16-64	Rerouted via Montrose, Simmonds Drive, Wilson Avenue, Clarendon Avenue and Lawrence Avenue in place of via Montrose Avenue, Simmonds Drive and Lawrence Avenue. This reroute provided service on Clarendon between Wilson and Lawrence during the summer period when buses are operating to Montrose Beach.
Lake Street (16)	7-19-64	Rerouted via South Lake Street (W. Corcoran Place), Austin Blvd., North Lake Street, Mayfield, and W. Corcoran Place in place of via Pine, North Lake Street, Austin Blvd., and South Lake St.
North-Narragansett-Irving Park (86)	7-23-64	Discontinued operation between Irving Park-Pueblo via Cumberland to an off-street terminal north of Montrose.
26th-31st Street (31)	7-27-64	Rerouted to operate via South Park, 26th St., State Street, Cermak, Wabash Avenue, 23rd Street, State and 26th to South Park on Weekdays and Saturdays between 5:30 AM and 9:00 PM. The former routing had been via South Park, Cottage Grove, 25th, Princeton, 26th, Emerald, 25th Place, Halsted, 26th and South Park.
South Kedzie (52A)	8- 3-64	Line shortened back from the off-street terminal at the southeast corner of Pulaski-115th St. to a wye terminal at 115th-Springfield.
Wallace-Racine (44)	8-16-64	Rerouted via Wallace, 26th, and Canal in place of via Wallace, 29th and Canal.
Washington (131)	8-24-64	Extended to operate via Washington, Michigan and Randolph in place of via Washington, Wabash and Randolph.
South Cicero (54B)	9-13-64	Sunday service discontinued south of the Cicero-64th Street loop.
63rd-65th (63A)	9-13-64	63rd-65th line changed to West 63rd line and rerouted to operate via 63rd-Narragansett to Narragansett loop in place of via 63rd, Harlem, 65th, Narragansett.
Diversey (76)	9-14-64	Rerouted certain buses operating between Diversey-Harlem and Logan Square via Diversey and Kedzie to operate via Diversey, Pulaski Road and Wrightwood Avenue to Logan Square eastbound during the AM rush and westbound during the PM rush.
Lincoln Avenue (11)	9-14-64	Lincoln-Wabash #11 service discontinued on Weekdays after 9:00 PM and on Saturdays after 6:30 PM leaving Balbo-State.
63rd Street (63)	9-14-64	Rerouted Limited Buses to operate via 63rd, Cicero, 65th, Narragansett and 63rd in place of via 63rd, Narragansett and Narragansett loop. The rerouting is operated clockwise in the AM rush and counter-clockwise in the PM rush. Extended local trips to operate from the Narragansett loop via Narragansett, 65th to Harlem Avenue during Weekday rush hours only.

Route and Number	Effective Date	Description
Vincennes-111th Express (111A)	10-26-64	Rerouted in both directions to use the Expressway system from 31st Street to the Franklin Street Connector and exit at Cermak Road, in place of Dan Ryan Expressway to 31st Street exit. Effective December 17, 1964, southbound PM rush trips rerouted via Clark, Archer, Wentworth, Cermak to the Franklin Connector in place of via Clark and Cermak.
Archer Express (62A)	10-26-64	Rerouted certain AM rush northbound and PM rush southbound trips via Pulaski, Southwest Expressway, Canalport, Canal, Roosevelt, Clark, Polk and State.
Garfield Express (6)	10-26-64	Rerouted express buses using the Dan Ryan Expressway to use the Expressway system from 35th Street to the Franklin Street Connector and exit at Cermak Road, via 35th Street, State, Cermak Road. Effective November 11, 1964, new off-street terminal opened at the northwest corner of St. Louis Avenue and 55th Street.
South California (94)	11-29-64	Service discontinued in the area north of Lake Street to Sacramento-Chicago after 7:00 PM on Weekdays and Saturdays, and all day on Sundays. The terminal for evening and Sunday service is a loop via California, Fulton, Francisco and Walnut Streets.
Jeffery Express (5)	11-30-64	Express service expanded 15 minutes earlier in the AM and PM rush hours.
Lake Street	12- 6-64	Operating location for Lake Street Rapid Transit service was changed from Lake-Hamlin to Lake-Harlem. The yard facilities at the Lake-Harlem location provides storage for 86 cars. The remainder of the cars, 48 during midday on Weekdays and 36 during night hours and on week ends are still stored at Lake-Hamlin on the center track. Shop facilities remain at Lake-Hamlin pending future construction at Lake-Harlem.

The foregoing route and terminal changes do not include numerous temporary reroutings caused by civic improvements and/or natural forces.

METROPOLITAN
CTA
TRANSIT